



U.S. Department of Transportation
National Highway Traffic Safety Administration

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FEATURE

NHTSA Releases New Model Year 2007 Crash and Rollover Safety Ratings

Twenty-four passenger vehicles for the 2007 model year have received five stars in front- and side-crash tests, the highest government rating under the agency's New Car Assessment Program (NCAP).

The newly tested models earning five stars include seven four-door passenger vehicles: Dodge Caliber, Ford Five Hundred, Kia Optima, Mercury Montego, Subaru Legacy, Saturn Aura, and Toyota Camry. In addition, 17 four-door SUVs earned a five-star crash test rating for all seating positions: Acura MDX, Acura RDX, Audi Q7, Dodge Nitro, Ford Freestyle, GMC Acadia, Honda CR-V, Honda Element, Hyundai Santa Fe, Infiniti FX35/45, Jeep Grand

Cherokee, Kia Sorento, Kia Sportage, Mazda CX-7, Saturn Outlook, Subaru Outback, and Toyota Highlander.

Thus far, the agency has completed frontal, side, and rollover ratings for 63 of the 70 vehicles scheduled to be tested for the 2007 model year, representing 90 percent of the 2007 model year fleet.

Of all newly tested vehicles, only three vehicles, the Mazda 6 four-door, the Pontiac Solstice convertible and its twin, the Saturn Sky Convertible, earned five stars for rollover resistance — but none of these models attained five-star crash test safety for all seating positions. Of the 24 earning five-star crash test safety for front and side impact, none earned five stars for rollover resistance.

NHTSA uses a consumer-friendly ratings system — ranging from one to five stars, with five being the highest — that makes it easy to compare the predicted safety performance of tested vehicles. Beginning in September 2007, government star ratings will be listed on the window stickers of new vehicles.

The ratings for the 2007 models, as well as for previous years, can be found at www.safercar.gov. The information is also available by calling NHTSA's toll-free vehicle safety hotline, 888-327-4236.

The 2007 vehicles selected for NHTSA's NCAP frontal, side, and rollover tests, which *may* include twins and some carry-over test results from previous years, follow:

Vehicle	Size/Class	Frontal Crash Rating		Side Crash Rating		Rollover Rating	
		Driver	Passenger	Front Seat	Rear Seat	2-Wheel Drive	4-Wheel Drive
Acura MDX 4-DR. w/SAB	Sport Utility Vehicle	5	5	5	5		4
Acura RDX 4-DR. w/SAB	Sport Utility Vehicle	5	5	5	5		4
Audi Q7 4-DR. w/SAB	Sport Utility Vehicle	5	5	5	5		4
Buick LaCrosse 4-DR. w/SAB	Heavy Passenger Car	5	5	1	3	4	
Cadillac Escalade ESV 4-DR. w/SAB	Sport Utility Vehicle	5	5	NR	NR	3	3
Cadillac Escalade EXT w/SAB	Sport Utility Vehicle	5	5	NR	NR	3	3
Chevrolet Avalanche 4-DR	Sport Utility Vehicle	5	5	NR	NR	3	3
Chevrolet Aveo 4-DR. w/SAB	Compact Passenger Car	5	4	4	3	4	
Chevrolet Monte Carlo 2-DR. w/ SAB	Medium Passenger Car	5	5	3	4	4	
Chevrolet Silverado 1500 4-DR.	Pickup	5	5	NR	NR	4	4

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Vehicle	Size/Class	Frontal Crash Rating		Side Crash Rating		Rollover Rating	
		Driver	Passenger	Front Seat	Rear Seat	2-Wheel Drive	4-Wheel Drive
Chevrolet Silverado 1500 Extended Cab	Pickup	5	5	NR	NR	4	4
Chevrolet Silverado 1500 Regular Cab	Pickup	5	5	NR	NR		
Chevrolet Suburban 1500 4-DR.	Sport Utility Vehicle	5	5	NR	NR	3	3
Chrysler Sebring 4-DR. w/SAB	Medium Passenger Car	5	5	5	3	4	
Dodge Caliber 4-DR w/SAB	Medium Passenger Car	5	5	5	5	4	
Dodge Nitro 4-DR. w/SAB	Sport Utility Vehicle	5	5	5	5	3	3
Ford Edge 4-DR w/SAB	Sport Utility Vehicle	TBR	TBR	5	5	TBR	TBR
Ford Escape 4-DR.	Sport Utility Vehicle	4	4	5	5	3	3
Ford Five Hundred 4-DR. w/SAB	Heavy Passenger Car	5	5	5	5	4	4
Ford Freestyle 4-DR. w/SAB	Sport Utility Vehicle	5	5	5	5	4	4
Ford Ranger Regular Cab	Pickup	5	4	5	No Seat	3	2
GMC Acadia 4-DR w/SAB	Sport Utility Vehicle	5	5	5	5	TBR	TBR
GMC Sierra 1500 4-DR.	Pickup	5	5	NR	NR	4	4
GMC Sierra 1500 Extended Cab	Pickup	5	5	NR	NR	4	4
GMC Sierra 1500 Regular Cab	Pickup	5	5	NR	NR		
GMC Yukon XL 4-DR.	Sport Utility Vehicle	5	5	NR	NR	3	3
Honda Civic 2-DR. w/SAB	Compact Passenger Car	5	5	4	5	4	
Honda CR-V w/SAB	Sport Utility Vehicle	5	5	5	5	4	4
Honda Element 4-DR. w/SAB	Sport Utility Vehicle	5	5	5	5	3	3
Honda Fit 4-DR. w/SAB	Compact Passenger Car	5	5	5	3	4	
Hyundai Elantra 4-DR. w/SAB	Compact Passenger Car	5	5	4	4	4	
Hyundai Santa Fe 4-DR w/SAB	Sport Utility Vehicle	5	5	5	5	4	4
Infiniti FX35/45 4-DR. w/SAB	Sport Utility Vehicle	5	5	5	5	4	4
Jeep Compass 4-DR. w/SAB	Sport Utility Vehicle	4	4	5	5	4	4
Jeep Grand Cherokee 4-DR. w/SAB	Sport Utility Vehicle	5	5	5	5	3	4
Jeep Patriot 4-DR. w/SAB	Sport Utility Vehicle	TBR	TBR	5	5	4	4
Jeep Wrangler 2-DR.	Sport Utility Vehicle	5	5	NR	NR	4	3
Jeep Wrangler Unlimited 4-DR.	Sport Utility Vehicle	5	5	NR	NR	4	3
Kia Optima 4-DR w/SAB	Medium Passenger Car	5	5	5	5	4	
Kia Rio 4-DR. w/SAB	Compact Passenger Car	4	5	4	3	4	
Kia Rondo 4-DR. w/SAB	Medium Passenger Car	5	5	5	4	4	
Kia Sorento 4-DR. w/SAB	Sport Utility Vehicle	5	5	5	5	3	TBR
Kia Spectra 4-DR w/SAB	Compact Passenger Car	5	5	4	4	4	
Kia Sportage 4-DR w/SAB	Sport Utility Vehicle	5	5	5	5	3	TBR
Lincoln MKX 4-DR w/SAB	Sport Utility Vehicle	TBR	TBR	5	5	TBR	TBR
Lexus ES350 w/SAB	Heavy Passenger Car	5	5	5	4	4	
Mazda B-Series 2-DR.	Pickup	5	4	5	No Seat	3	2
Mazda CX-7 4-DR. w/SAB	Sport Utility Vehicle	5	5	5	5	4	4
Mazda6 4-DR. w/SAB	Medium Passenger Car	5	5	4	4	5	
Mercury Montego 4-DR w/SAB	Heavy Passenger Car	5	5	5	5	4	
Mitsubishi Lancer 4-DR.	Compact Passenger Car	5	5	2	4	4	
Nissan Altima 4-DR. w/SAB	Medium Passenger Car	5	5	5	4	4	
Nissan Sentra 4-DR.w/SAB	Compact Passenger Car	5	5	5	4	4	
Nissan Versa 4-DR w/SAB	Compact Passenger Car	4	4	5	5	4	

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Vehicle	Size/Class	Frontal Crash Rating		Side Crash Rating		Rollover Rating	
		Driver	Passenger	Front Seat	Rear Seat	2-Wheel Drive	4-Wheel Drive
Nissan Versa Hatchback w/SAB	Compact Passenger Car	4	4	5	5	4	
Pontiac Solstice Convertible	Compact Passenger Car	4	4	4	No Seat	5	
Saturn Aura 4-DR. w/SAB	Heavy Passenger Car	5	5	5	5	4	
Saturn Outlook 4-DR w/SAB	Sport Utility Vehicle	5	5	5	5	TBR	TBR
Saturn Sky Convertible	Compact Passenger Car	4	4	4	No Seat	5	
Subaru Legacy 4-DR. w/SAB	Medium Passenger Car	5	5	5	5		4
Subaru Outback 4-DR w/SAB	Sport Utility Vehicle	5	5	5	5		
Suzuki Forenza 4-DR. w/SAB	Compact Passenger Car	4	4	4	4 !	4	
Suzuki XL7 4-DR w/SAB	Sport Utility Vehicle	4	5	4	5	4	4
Toyota Camry 4-DR. w/SAB	Medium Passenger Car	5	5	5	5	4	
Toyota FJ Cruiser 4-DR.	Sport Utility Vehicle	5	4	5	5	3	3
Toyota Highlander 4-DR. w/SAB	Sport Utility Vehicle	5	5	5	5	4	4
Toyota Prius 4-DR.w/SAB	Compact Passenger Car	4	4	5	4	4	
Toyota RAV4 4-DR. w/SAB	Sport Utility Vehicle	5	4	5	5	4	4
Toyota Sienna w/SAB	Van	4	5	5	5	4	
Toyota Yaris 4-DR.	Light Passenger Car	4	4	3	3	4	

! — **Safety Concern:** During the side-impact test, the head of the left-rear passenger dummy struck the C-pillar, causing a high head acceleration. Head impact events resulting in high accelerations have a higher likelihood of serious head trauma.

TBR — To Be Rated.

NR — Not Rated due to being outside the scope of Side NCAP Testing.

U.S. DOT Holds Summit on Child Safety Seats



In light of a recent study showing parents continue to struggle with the best way to install child safety seats, National Highway Traffic Safety Administrator Nicole R. Nason along with U.S. Deputy Secretary of Transportation Maria Cino convened a meeting of vehicle manufacturers, car seat manufacturers, retailers, and consumer groups to discuss ways to improve the problem of installing Lower Anchors and Tethers for CHildren (LATCH).

The survey, released in December 2006,

which evaluated the effectiveness of the federally-mandated LATCH technology for installing child safety seats, found many parents were unaware of or unable to use the special tethers specifically designed to secure the safety seats.

During the summit, panelists spoke about the LATCH design, ease-of-use issues and initiatives, child-side impact safety, and educational needs.

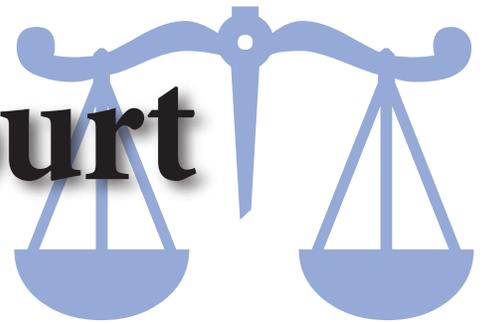
Overall messages ranged from reiterating that safety seats save lives to devel-

oping uniform messages about LATCH across the board.

There were over 100 attendees including law firms, transit agencies, and several reporters. Media in attendance included the Associated Press, Bloomberg News, BNA, Detroit Free Press, Detroit News, Gannett News, USA Today, and NBC. The Administrator provided interviews and demonstrated how to properly install a child safety seat using LATCH. ★

Order in the Court

My Day in Court



By Tom Kimball

I became the Traffic Safety Resource Prosecutor in Tennessee in September 2002. My last trial in September 2002 in the Criminal Court for Hamilton County, Tennessee, was *State v. Brooks*. It was a vehicular homicide in which the offender was a wrong-way driver without headlights while drunk on a divided highway. In September 2001 he slammed into a lovely woman who was returning from an early Christmas shopping outing. Brooks was convicted and went to prison for 11 years.



Recently, I went to court to help one of our offices that had a conflict of interest. It is typical of cases hundreds of prosecutors handle every day around the State, but it contained a lesson that I want to share. The offender was charged with a DUI fifth offense and numerous other misdemeanor charges including drug possession and possession of a loaded weapon. He was driving on a suspended license and refused a blood test. There was no doubt from his driving behavior, field sobriety tests, obnoxious and obscene comments, and an admission that he was more than little bit drunk. He was way beyond impaired.

A fifth offense in Tennessee is a felony that carries a minimum penalty of 150 days in jail. Due to confusion in the law, our appellate courts decided several years ago that we count prior convictions from conviction to conviction. That means when

this offender is finally convicted we look back 10 years for any prior conviction. The date of the offense in our State is meaningless. Hopefully, this problem will be fixed by legislation

that is being promoted by our Governor this year.

In my case the offender's last DUI occurred in August 1997. That means if this case was not resolved before the tenth anniversary of the August 1997 offense, he would become a "first offender." The current case was pending in our Sessions (misdemeanor) court. A felony may not be resolved in Sessions Court.

We resolved the case. The offender pled to a second offense. He had three 11-month 29-day consecutive sentences or three years probation. He went to jail for 55 days, treatment for 28 days, if recommended by his alcohol assessment, and is to wear a "SCRAM," a transdermal alcohol detector, on his ankle for 282 days. His driver's license was suspended for two years, but he will then have an ignition interlock device installed and will be permitted to drive a vehicle with the device after the first year of his license suspension.

Prosecutors and judges who read this will probably believe justice was served in this case. They will recognize that this

offender will be punished by jail time, begin healing with treatment, and with intensive technological monitoring be stopped from driving under the influence for at least two years. He may modify his behavior and quit putting us all at risk on the roadways.

There is, however, a growing trend in this county to judge the performance of prosecutors and judges based on statistical data. This case to statisticians would be graded as a "loss." The charge of fifth offense was reduced to a second offense. For statisticians that is the end of the story. This prosecutor must be a lazy bum giving cases away. They would not be able to see that in a couple months this case would by law become a first offense. They would not be able to see whether good was accomplished to make the streets safer. They would not be able to see the changes in the offender if he complies with the order of the court.

I hope the lesson of my day in court is that justice is something unique. It is delivered based on a lot of factors. The best thing that can happen in a case is not always consistent with statistical measurement. I know I did the best that I could do with the facts in my case. I also know that in the world of statisticians I was a loser. ★

Kimball is a Traffic Safety Resource Prosecutor for the Tennessee District Attorneys General Conference

AROUND THE REGION

Child Passenger Safety Week 2007 National Seat Check Sunday

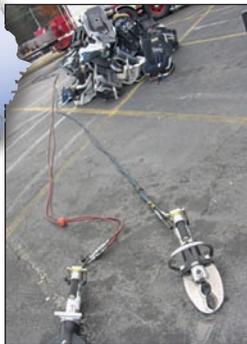
CPS Around the Region

For more than 20 years, Child Passenger Safety (CPS) Week has begun the Sunday before Valentine's Day. CPS Week is used by NHTSA and its partners to promote the use of child safety seats.

As of February 2007, the 7,500th child was saved due to the use of an age/size-appropriate car seat since the beginning of CPS Week. NHTSA called attention to that life saved through a national media event, and encouraged all parents and caregivers to seek out a CPS inspection station to have their car seats checked.

Here are other events that happened around the region:

Georgia



The Georgia Governor's Office of Highway Safety press event was held at Plaza Fiesta in Atlanta to highlight child passenger safety in Atlanta's Hispanic Community. The "jaws of life" tool was present to destroy old and damaged car seats. Those present included representatives from the Governor's Office of Highway Safety and fire trucks and personnel from the City of Atlanta Fire Department and DeKalb County Fire Department. The fire trucks and jaws of life served as the backdrop for the press event. The Georgia Traffic Injury Preven-

tion Institute also brought its rollover simulator to the event.

Speakers included Bob Dallas, a representative for the Governor; Hispanic law enforcement community speakers; representatives from the Keenan Kids Foundation; and child passenger safety instructors. A mock seat check was held to display used child seats, which were placed in a mound in front of the speaker's podium for destruction.

Kentucky Department of Transportation



Certified child passenger safety technicians from the Kentucky Transportation Cabinet's Department of Transportation Safety traveled the State coordinating car seat checks in various communities, expanding Child Passenger Safety Week activities throughout the month of February.

As of February 23, over 210 seats had been checked with a 99-percent misuse rate.

Delaware: 77 Drivers Cited for Child Restraint Violations

As part of the Child Passenger Safety Week, Delaware law enforcement officers

from 12 State and local police agencies cited 77 drivers for failing to properly restrain the children riding with them, in some cases having them completely unrestrained. The citations were issued during enhanced enforcement activities coordinated by the Delaware Office of Highway Safety (OHS).

In addition to the child restraint violations, officers issued 582 citations for improperly belted drivers or passengers. National studies show that seat belt use by drivers is the strongest predictor of child restraint use. A properly belted driver is three times more likely to put a child in a safety seat or seat belt.

Also during that week, OHS staff and child passenger safety technicians inspected and installed at least 71 child safety seats. In addition, they provided booster seats to children at Rose Hill Head Start in Wilmington and Dunbar Elementary School in Laurel. Studies show that only about 10 to 20 percent of children age 4 to 7 who should be using booster seats to protect them are actually in them; yet, booster seat use decreases their chance of injury by nearly 60 percent in a car crash compared to children who are restrained only by seat belts.

Delaware law requires children up to age 6 or 60 pounds in weight to be properly secured in child safety seats. Children age 7 or 60 pounds in weight up to age 16 must be properly secured in seat belts. And no child under age 12 or under 5'5" may sit in the front seat when the vehicle is equipped with an air bag in front of the passenger seating position.

To have your child's safety seat inspected by an OHS Fitting Station coordinator in your county, or to learn more about child passenger safety tips, visit Delaware's Web site at www.state.de.us/highway and click on the Child Passengers link on the left side of the page.

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AROUND THE REGION

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Kansas

CPS Week: February 12.
Kansas City, Kansas.



Above and center: Kansas City Chiefs center Casey Wiegmann visits students of McKinley Elementary School in Kansas City, Kansas, during the State's CPS Week. *Above right:* Wiegmann joins crash test dummies Vince and Larry.



Above and left: Romell Cooks, NHTSA Central Region Administrator, talks to students at McKinley Elementary School during CPS Week media event.

Kansas Highway Patrol Master Trooper Tim McCool, conducts a seat belt challenge for children at McKinley Elementary School.



St. John's Trauma and Burn Center and the Safe Kids Springfield organization celebrated Child Passenger Safety Week when Missouri State Rep. Charlie Denison (135th District) presented a free car seat to Jana Moore and her granddaughter, Keily. The car seat was provided by Federal funding received after Missouri's Booster Seat Law was passed. Certified car seat technicians taught Moore how to properly install the car seat.

IN THE NEWS

2008 Goals in Brief DOT Performance Measures

Reduce the passenger vehicle fatality rate per 100 million VMT.

The passenger vehicle occupant fatality rate (includes passenger cars, pickup trucks, vans, and sport utility vehicles) has declined sharply since 1995, when the rate was 1.44. In 2005 (the latest rate data available), the passenger vehicle occupant fatality rate declined to 1.14. The number of passenger vehicle occupant fatalities decreased in 2005 to 31,415 from 31,866 in 2004. DOT has set a 2008 target rate of 1.06 fatalities per 100 million VMT.

Reduce the motorcycle rider fatality rate per 1,000 registrations.

Motorcycle rider fatalities have increased each year since reaching a historic low of 2,116 fatalities in 1997. In 2005 motor-

cycle rider fatalities increased to 4,553 (increasing for the 8th year in a row), from 4,028 in 2004. This is a 13-percent increase in just one year and accounts for 10.5 percent of the 43,443 total fatalities in motor vehicle crashes in 2005. DOT has set its FY2008 motorcycle rider target fatality rate at 0.76.

Reduce the nonoccupant fatality rate per 100 million VMT.

According to 2005 FARS data, the number of nonoccupants of all types (pedestrians, pedalcyclists, and occupants of motor vehicles not in transport and of non-motor-vehicle transport devices) killed in motor vehicle crashes increased by 5.7 percent, to 5,849 fatalities in 2005, as compared to 5,532 in 2004. The increase in the nonoccupant fatality rate was influenced most by the 4.4-percent increase in pedestrian fatalities and the 7.8-percent increase

in pedalcyclist fatalities. To realign the nonoccupant fatality rate goal with current trends, DOT has re-baselined the measure and has set its FY 2008 target to 0.19 non-occupant fatalities per 100 million VMT.

Reduce the large-truck and bus fatality rate per 100 million VMT.

The new DOT large-truck and bus submeasure will track fatalities involving both occupants and nonoccupants in crashes involving trucks with gross vehicle weight ratings of 10,000 pounds or more and/or motor coaches. This new measurement will use total VMT, rather than truck VMT. Total VMT captures the traffic volumes of all vehicles, which is important given that approximately three-fourths of fatal large-truck crashes in recent years have involved passenger vehicles. The DOT FY2008 target fatality rate for large trucks and buses is 0.171.

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IN THE NEWS

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NHTSA Intermediate Outcome Measures

NHTSA's intermediate performance measures support both the overall DOT safety goal and the new key focus area performance targets. NHTSA's intermediate performance measures for 2008 include: (1) reducing the fatality rate in crashes where blood alcohol concentration (BAC) was .08+; (2) increasing seat belt use; (3) reducing the percentage of improperly licensed motorcyclists involved in fatal crashes; and (4) increasing restraint use among children up to 7 years old.

Reduce the rate of fatalities in high-BAC (.08+) crashes per 100 million VMT.

In 2005, NHTSA estimates that about 7 percent of all police-reported crashes involved the use of alcohol, amounting to 39 percent of all traffic deaths, and claiming 16,885 lives. Recognizing that fatalities in crashes with high blood alcohol concentrations (BAC .08 g/dL and above) make up 85 percent of the alcohol problem, for FY-2006 NHTSA created a new goal to reduce the rate of fatalities in BAC .08+ crashes for 2006 and beyond. In 1996 the BAC .08+ crash fatality rate per 100 million VMT amounted to 0.61 and decreased significantly to 0.49 in 2005, a 0.4-percent decrease in fatalities over 2004. This is a "declaration of success" for State .08 laws. However, the median BAC value for alcohol-involved drivers was .16; meaning half of all alcohol-involved drivers had BACs higher than twice the legal limit in all States. NHTSA has set its FY2008 high-BAC target fatality rate at 0.48.

Increase seat belt use.

In 2006 (latest data available), the National Occupant Protection Use Survey showed a 6-percentage-point increase in belt use since 2002, which amounted to an 81-percent usage rate – a one-percent drop from the 2005 all-time high usage rate of 82 percent. NHTSA has set its 2008 target at 84 percent. Seat belt use is statistically lower in States with secondary belt enforcement laws than in States with primary laws, and

even lower in rural areas than in urban or suburban areas. In 2005, States that allowed more stringent enforcement of their belt use laws ("primary" States) reached a milestone of 85-percent belt use.

Reduce the percentage of improperly licensed motorcyclists involved in fatal crashes.

In 2005, nearly one out of four motorcycle operators (24%) involved in fatal crashes were operating their vehicles with invalid licenses at the time of the collision, while only 12 percent of drivers of passenger vehicles in fatal crashes did not have valid licenses. NHTSA has established a new intermediate measure to reduce the percentage of improperly licensed motorcyclists involved in fatal crashes. For 2008, the agency has set its target at 22.5 percent.

Increase restraint use among children up to 7 years old.

Restraint use by young children reached record levels in 2004 (latest data available), with 98 percent of infants and 93 percent of toddlers restrained. In 2005, an estimated 420 children under age 5 year were saved as a result of child restraint use. If 100 percent of children were protected by child restraints, an estimated 518 lives (that is, an additional 98 lives) could have been saved in 2005. The agency re-baselined its restraint use target for 2007 after data showed a significant decline from 88 percent in 2002 to 82 percent in 2004 (data in 2003 was not collected and data for 2005 is not yet available). For 2008, the agency has set its target at 85 percent.

FYI for Cell Phone Users

Your cell phone can actually be a **lifesaver** or an **emergency** tool for survival.

"In Case of Emergency"

cell phone users are being urged to put the acronym ICE -- before the names of the people they want to designate as next of kin in their cell phone book, creating entries such as "ICE -- Dad" or "ICE -- Alison."



If you find yourself out of the coverage area of your mobile network and there is an emergency, **dial 112** and the cell phone will search any existing network to establish the emergency number for you.

When you need to use 411 for information dial: **800-FREE 411**, or **800-373-3411** without incurring any charge at all.

If your cell power is very low press the keys ***3370#** to activate the battery reserve.

To **disable** a **STOLEN** cell phone, key in the following five digits on your phone: **(* # 0 6 #)** and get your cell phone's serial number. A 15-digit code will appear on the screen. Write it down and keep it somewhere safe. If your phone gets stolen, call your service provider and give them this code. They will then be able to block your handset and render your phone totally useless.

DOT Headquarters Building – Virtual Tour



Main entrance of the west building.



The west atrium.

For a virtual tour of the new DOT Headquarters building, go to <http://sharepoint.nhtsa.dot.gov/BuildingProject>; once there, click on first link at right. This recent nine-minute video, prepared by FHWA, includes an introduction by Secretary Mary Peters.

INS AND OUTS

Ins

Organization	Name	Position	Date
NTI-131	Smither, Dereece D.	Research Psychologist	January 7, 2007
NPO-122	Butler, Maura M.	Highway Safety Specialist	January 7, 2007
NVS-224	Valvo, Lawrence Q.	General Engineer (Safety Compliance)	January 7, 2007
NTI-131	Collier, Geoffrey L.	Research Psychologist	January 7, 2007
NPO-010	Mays, Theron E., Jr.	Emergency Management Coordinator	January 21, 2007
NVS-322	Kingsley, Kristin J.	General Engineer	January 21, 2007

Outs

Organization	Name	Position	Date
NTI-010	Proferes, Robert F.	Policy Advisor	January 3, 2007
NVS-332	Emery, Lloyd H.	Highway Safety Research Engineer	January 3, 2007
NVS-120	Brewer, Howell K.	Dir, Office of Crash Avoidance Standards	January 3, 2007
NTI-250	Stevens, Delores A.	Secretary	January 3, 2007
NPO-121	Tessmer, Joseph M.	Mathematical Statistician	January 3, 2007
NVS-300	Coleman, Barbara A.	Executive Staff Assistant	January 3, 2007
NCR-110	Quick, George B.	Supv. Equal Opportunity Spec.	January 3, 2007
NVS-215	Cooke, Barbara E.	Safety Defects Spec.	January 3, 2007
NVS-332	Lombardo, Louis V.	Physical Scientist	January 3, 2007
NVS-216	Jimenez, Alberto A.	Supv. Safety Defects Spec.	January 3, 2007
NPO-430	Scott, Sharon A.	Program Specialist	January 3, 2007
NVS-216	Cauthorne, Margaret R.	Safety Defects Program Assistant	January 3, 2007



Latest Information, Updates, and Features on Our Site

- Global Road Safety Week Campaign Planner
- DOT Secretary Peters Urges Manufacturers to Provide Free or Inexpensive Helmets or Safety Training With Each New Motorcycle Sold (2/16/07)
- NHTSA's 2008 Budget in Brief is Released
- Corporate Average Fuel Economy (CAFE) Program Information
- The New 2007 Car Assessment Program Suggested Approaches for Future Program Enhancements

Latest News

- James F. Ports, Jr. Named Deputy Administrator for NHTSA (3/30/07)
- NHTSA Presents Awards for Safety Achievements and Public Service (3/26/07)
- Automakers, Safety Advocates, and Consumers Called on to Help Improve Five-Star Safety Rating Program (3/7/07)
- NHTSA Releases Model Year 2007 New Crash and Rollover Safety Ratings (2/13/07)
- Nation's Top Highway Safety Official Calls on Manufacturers, Retailers, and Consumer Groups to Make Child Safety Seats Easier to Install (2/8/07)

To download these and other stories please go to www.NHTSA.dot.gov



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Patricia Oladeinde, Editor
Tom Kimball, Tennessee District Attorneys General Conference

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